PHOENIX LEGEND

Airports, heliports, Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local unless otherwise noted. Refer to the Chart Users Guide.

AIRPORTS

- Visual Airport
- Airport with Control Tower
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Some but not all runways hard surfaced
- Military Airport
- Private Airport
- Seaplane Base
- Heliport
- Helicopter Only Airport
- Gliderport
- Ultralight Airport
- Balloonport
- Abandoned Airport
- Airport Location Identifier
- Elevation in MSL
- Control Tower frequency
- ATIS frequency
- Unicom frequency
- Pilot-controlled lighting
- Segmented Circle
- Rotating Beacon
- Non-rotating Beacon
- Obstruction
- Lighted Obstruction
- Runway Number
- Runway Length
- Runway Surface Type
- Runway Lighting
- Runway Closed
- Runway Gradient
- Runway Traffic Pattern
- Runway Weight Bearing Capacity
- Runway Declared Distances
- Runway Visual Range
- Runway Visual Glide Slope Indicator
- Runway Touchdown Zone
- Runway Centerline Lighting
- Runway Edge Lighting
- Runway Approach Lighting
- Runway Markings
- Runway Safety Area
- Runway Obstacle Free Zone
- Runway Runway Protection Zone
- Runway Taxiway
- Runway Apron

All runways 3000 ft. and greater in length, and all airports with control towers are shown. Hard surface runways less than 1500 ft. and unlicensed airports are not charted.

ADDITIONAL AIRPORT INFORMATION

- Private Wind - Indicates use favors summer wind
- Military - Other than hard surfaced, all military airports are hard surfaced. Consult Chart Supplement
- Rotating Beacon - Indicates operating hours
- Obstruction - Indicates obstruction lighted
- Control Tower - Indicates operating hours
- Segmented Circle - Indicates direction of traffic pattern
- Pilot Control Lighting - Indicates operating hours

Consult Chart Supplement for details and availability.

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and nearest uncontrolled airports are shown. Consult Chart Supplement.

- Class B Airspace
- Class C Airspace (Mode C Veil)
- Class D Airspace
- Class E Airspace (Charted) 700 ft. above surface
- Class E Airspace (Charted) 1200 ft. above surface
- Class E Airspace with floor 1200 ft. or more above surface (Class E Transition Area)
- Class E Airspace (Uncharted) 14 500 ft. MSL or more above surface
- Class E Airspace (Uncharted) 1200 ft. above surface of the earth
- Class G Airspace

Class B Airspace with floor 10 000 ft. MSL or more above sea level is not charted on this chart.

Class B Airspace with floor 10 000 ft. MSL or more above surface is charted.

Special Airport Traffic Area (See Supplement)

Special Use Airspace (See Supplement)

Temporary Flight Restrictions

MOA - Military Operations Area

ADIZ - Air Defense Identification Zone

TFR - Temporary Flight Restriction (FDC NOTAM)

National Security Area (NSA)

Terminal Radar Service Area (TRSA)

Military Training Routes

AIRSPACE

- 18000 ft and higher MSL
- Above 2500 ft. AGL (or as noted) and below 18 000 ft. MSL
- Prohibited, Restricted, and Warning Areas
- Alert Area and Military Operations Area (MOA) - Hand Areas do not overlap on Chart, but may overlap vertically
- Special Airport Traffic Area (See Supplement)
- Special Use Airspace (See Supplement)
- Temporary Flight Restriction (FDC NOTAM)
- MOA - Air Defense Identification Zone (ADIZ)
- Prohibited, Restricted, and Warning Areas
- National Security Area (NSA)
- Terminal Radar Service Area (TRSA)
- Military Training Routes

AIRPORT DATA

- Non-Rotating Beacon
- Segmented Circle
- Traffic Pattern
- Runway Lighting
- Pilot Control Lighting
- Control Tower
- Operating Hours
- Airport Elevation
- Runway Length
- Runway Surface Type
- Runway Lighting
- Runway Closed
- Runway Gradient
- Runway Traffic Pattern
- Runway Weight Bearing Capacity
- Runway Declared Distances
- Runway Visual Range
- Runway Visual Glide Slope Indicator
- Runway Touchdown Zone
- Runway Centerline Lighting
- Runway Edge Lighting
- Runway Approach Lighting
- Runway Markings
- Runway Safety Area
- Runway Obstacle Free Zone
- Runway Runway Protection Zone
- Runway Taxiway
- Runway Apron

All runways 3000 ft. and greater in length, and all airports with control towers are shown. Hard surface runways less than 1500 ft. and unlicensed airports are not charted.

COMMUNICATION BOXES

- CHICAGLE 382.7 269.1 CHI
- 122.1 CHICAGO TOWER
- Flight Service Station (FSS) Name (if different from Boundary Name)
- Broadcast Indicators (See Supplement)
- Duplex Voice Only
- Receive Only
- Weather Channel

FSS radio frequencies are shown in communication boxes.

RADIO AIDS TO NAVIGATION

- VHF Omni-directional (VOR)
- VOR-DME
- TACAN
- VORTAC
- Other facilities, i.e., FSS Outlet, ARTCC
- NDB - DME

OBSTRUCTIONS

- Obstruction
- Group Obstruction
- Mean Sea Level (MSL) Elevation of the obstruction
- Top above mean sea level (MSL) elevation
- Under construction or reported (not confirmed)
- Obstruction lighted
- Antenna tower and/or mast guyed wires

MISCELLANEOUS

- Aeronautical Light Beacon
- Airport Location Identifier
- Marine Light
- Airport Traffic Control Tower
- Military Operations Area (MOA)
- Military Training Route (MTR)
- Navigational Aid (NAVAID)
- Intersection
- Reporting Point
- Compass Rose
- Boundary of Flight Service Station (FSS) Area

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Ferry
- 2250 Elevation Base of Tower

Shaded Relief Variation in color and shading of Relief Pass symbol does not indicate a recommended pass. Pass symbol is shown at lowest point of pass and indicates a recommended clearance altitude through the pass. Passes may occur within and near mountain passes.

PHOENIX SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NOA REF. NO. SECXXPHOENIX

DOD 1201 26078

CONTROL TOWER FREQUENCIES ON PHOENIX SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies) in blue. Where ATIS, Ground Control, Clearance Delivery, or Unicom frequencies are available, they are shown in the appropriate box. Consult Chart Supplement for complete frequency use details.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are provided VHF/UHF. Frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

Ground Control frequencies are not always published but are usually available.

HIGH INTRF indicates Monday through Friday 1400-2200Z.

CT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	AIRPORT
CASA GRANDE MUNI	1200-2100	124.0	121.9	124.0	CGZ
DAVIS-MONTHAN AFB	1000-0400 MOUNTAIN 0800-1700 GAR BAN 1400-2200	119.0 340.2	121.9 275.8	269.1	DMA
E. LOWELL AAF (DRAKE)	0800-1600 MOUNTAIN 1500-2300	119.1 340.2	121.9 284.35	284.275	E. LOWELL AAF (DRAKE)
FALCON FLD	0700-2200 0700-1700 AUG 1400-2200	134.4	121.3	118.55	FALCON FLD
FLAGSTAFF PULLIAM	0500-2200 0500-1700 MAR 2100-2200	134.55 (HIR-2)	121.9	135.8	FLAGSTAFF PULLIAM
FMA MEMO AF RLSE	0900-2200 MOUNTAIN 1000-1800 GAR BAN 2000-2200	127.0 (0700-2200)	121.9	225.0	FMA MEMO AF RLSE
GERMAN RUNS	0900-2200 MOUNTAIN 1000-1800 GAR BAN	127.0	118.0	117.425	GERMAN RUNS
GRAND CANYON NATIONAL	0500-2200 MOUNTAIN 1200-0500	118.3 (0500-2200)	121.9 (0700-2200) 257.4	135.225	GRAND CANYON NATIONAL
GRAHAM-GUTHRIE AAF	0800-1700 MOUNTAIN 0900-1600 GAR BAN 1500-1600	123.0	118.0 (0700-1600)	118.0 (0700-1600)	GRAHAM-GUTHRIE AAF
HENRY POST AAF	0800-1600	126.4	126.4	126.4 (0700-1600)	113.3 (1600-0700)
PHOENIX DEER VALLEY	0400-2400	119.4 (0400-2200) 119.4 (HIR 2200-2400) 123.0 (HIR 2200-2400) 123.0 (GAR BAN 2215-2400)	121.8	135.9	PHOENIX DEER VALLEY
PHOENIX GOODYEAR	0400-2400	118.1	121.9	127.25	PHOENIX GOODYEAR
PHOENIX SKY HARBOR INTL	0400-2400	120.9 (0400-2200) 120.9 (HIR 2200-2400) & ON CNS	121.9 (0400-2200) 121.9 (HIR 2200-2400) & ON CNS	127.0 (0400-2200) 127.0 (HIR 2200-2400) & ON CNS	PHOENIX SKY HARBOR INTL
PICACHO ARPK	0800-1600 MOUNTAIN 1600-0800	122.8	122.8		PICACHO ARPK
RALEIGH HILLS RANCH ARPT	0400-2200	122.7	122.7	122.7	RALEIGH HILLS RANCH ARPT
SAFFORD	1200-0400	122.8	122.8	122.8	SAFFORD
SIERRA VISTA MUNI-LIBBY AAF	1400-2200 MOUNTAIN 0700-1700 GAR BAN 1400-2200	124.55 (0615-1700)	121.9	124.55 (0615-1700)	SIERRA VISTA MUNI-LIBBY AAF
TUCSON INTL (TUCSON INTERNATIONAL AIRPORT)	0500-2200 0500-1700 GAR BAN 1400-2200	118.7 (0500-2200) 118.7 (HIR 2200-0500)	121.9 (0500-2200) 121.9 (HIR 2200-0500)	124.0 (0500-2200) 124.0 (HIR 2200-0500)	126.7(0500-2200) 126.7(HIR 2200-0500)
TUCSON AVRA VALLEY	0800-1600	123.0	121.9	123.0 (0800-1600)	TUCSON AVRA VALLEY
YUMA INTL MARSHALL ARPT	0700-2200 0700-1700 GAR BAN 1400-2200	124.75 (0615-1700)	121.9	134.075 (0615-1700)	YUMA INTL MARSHALL ARPT

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
PHOENIX CLASS B	118.3 (SFC-4500) APP/DEP (NORTH FLOW) 118.3 (4500-6000) APP/DEP (NW-ABOVE) 118.3 (6000-8000) APP/DEP (NW-ABOVE) 118.3 (8000-10000) APP/DEP (NW-ABOVE) 118.3 (10000-12000) APP/DEP (NW-ABOVE) 118.3 (SFC-7000) APP/DEP (SOUTH FLOW) 118.3 (7000-10000) APP/DEP (SW-ABOVE) 118.3 (10000-12000) APP/DEP (SW-ABOVE) 118.3 (SFC-6000) APP/DEP (EAST FLOW) 118.3 (6000-12000) APP/DEP (EAST FLOW) 120.9 (SFC-12000) APP/DEP (SATELLITE)	
DAVIS-MONTHAN AFB (TUCSON)	118.0 (SFC-8000) APP/DEP (EAST FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL) 118.0 (8000-10000) APP/DEP (EAST FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL) 118.0 (SFC-8000) APP/DEP (WEST FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL)	CONTINUOUS
FALCON FLD (MESA GATEWAY)	123.1 (SFC-5000) APP/DEP (SOUTH FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL)	CONTINUOUS
GILA BEND AAF (GILA BEND)	118.0 (SFC-5000) APP/DEP (SOUTH FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL)	CONTINUOUS
PHOENIX SKY HARBOR INTL	120.9 (SFC-6000) APP/DEP (EAST FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL) 120.9 (6000-12000) APP/DEP (EAST FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL) 120.9 (SFC-7000) APP/DEP (SOUTH FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL) 120.9 (7000-12000) APP/DEP (SOUTH FLOW) (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL) 120.9 (SFC-12000) APP/DEP (SATELLITE)	CONTINUOUS
PHOENIX GOODYEAR	118.1 (SFC-12000) APP/DEP (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL)	CONTINUOUS
PRESCOTT (ERNEST A. LOVE FIELD)	118.3 (SFC-12000) APP/DEP (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL)	CONTINUOUS
TUCSON INTL (TUCSON INTERNATIONAL AIRPORT)	118.7 (SFC-12000) APP/DEP (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL)	CONTINUOUS
YUMA MCAS/YUMA INTL	119.1 (SFC-12000) APP/DEP (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL)	CONTINUOUS
YUMA MCAS (YUMA INTL)	124.7 (SFC-7000) APP/DEP (SOUTHEAST VFR DEPARTURE) (SOUTHEAST VFR ARRIVAL)	CONTINUOUS

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. Use the following procedure to plot a direct route on the side of the chart where the two corresponding latitude tick marks, one per on each side of the chart and follow the steps below.

STEP 1 - Plot the route on the side of the chart where the two corresponding latitude tick marks between each pair of corresponding latitude tick marks are closest together. This will usually be on the right of where your exit line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the destination or destination point (POINT B) on it. On that chart, the only one, use a plastic piece of paper, a straight edge of a piece of paper, or a ruler and place it parallel on the chart, not extending beyond its edge, so that it is aligned between the route line and a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK at the point where the edge of the paper crosses the latitude line. (Figure 2)

STEP 3 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart past the latitude line. Label this line as the MATCH LINE out to the edge of the chart. Make that mark.

STEP 4 - Turn the chart over and transfer the end of the MATCH LINE and extend it straight to the MATCH LINE. (Figure 3)

STEP 5 - Take the sheet of paper with MARK A on it and place the edge of the paper along the MATCH LINE and side edge with LINE B which is the departure or destination point (POINT B). Make a line from MARK A to the departure or destination point (POINT B).

STEP 6 - Where the line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 7 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 4)

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

Aircraft operating in the vicinity of the U.S./Canadian border should be aware that NORAD may use radio broadcasts on guard frequencies (VHF 121.5 or UHF 243.0, 5 transmissions) to advise pilots to know and understand their responsibilities if intercepted. Review "VMC Procedures for Aircraft Operating in the Vicinity of the U.S./Canadian Border" for more information. If intercepted an aircraft will have an objective in the area of the aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or emergency frequency 121.5, and follow the instructions given in radio and ICAO signals. Be assured that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and U.S. Forest Service without authorization from the respective agency. Exception is granted for aircraft engaged in emergency rescue or search and recovery missions, or forest fire suppression and prevention activities, or flights conducted under the direction of a Federal Government, or State or local law enforcement official. Unless otherwise authorized, aircraft are required to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges and Wilderness Areas. Consult the Federal Aviation Regulations (FAR) Part 91 and Part 36 and the Airport/Facility Directory for the Appendix, FAA Advisory Circulars (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas," (effective 12/31/98) and AC 91-69, "Seaplane Operating to Avoid Interference with Other Users," (effective 9/16/83). Additionally, Federal regulations also prohibit airdrops by parachutes or other means of persons, cargo, or objects from aircraft without authorization from the respective agency except in an emergency involving the safety of persons. Exceptions include U.S. emergencies involving the safety of human life, or ill threat of serious property loss.

Boundary of Agency Areas

CONVERSION OF ELEVATIONS

FEET (Thousands): 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
METERS (Thousands): 0 1 2 3 4 5 6 7 8 9

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

SPECIAL FLIGHT RULES AREA (SFRA)

Class E Airspace within the United States extends up to, but not including, 18 000 feet MSL unless otherwise noted within Class A Airspace, including the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD IRAILs or foreign charts and flight information publications outside U.S. airspace.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ○ symbol. Only the airport names and ICAO identifiers are shown.

For weather camera information visit https://weathercams.faa.gov

LAMBERT CONFORMAL CONIC PROJECTION

Lambert Conformal Conic Projection Standard Parallels 33° 27' and 35° 45'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

REPORTING CHART ERRORS

They are requested to inform us of all errors and/or additions that come to your attention while using this chart. Sea frequently asked questions (FAQs) on our website at http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/. Call 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ in order to check, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Room 4600, Silver Spring, MD 20910-3282.

FOR PROCUREMENT

For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/. For a list of approved sources for printed products, visit our website at https://www.faa.gov/air_traffic/flight_info/aeronav/printed_products/.

CONTOUR INTERVAL

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Supplementary contours 100 feet

HIGHEST TERRAIN elevation is 12633 feet
Located at 33° 21' N - 111° 43' W
Spot elevation . . . . . x 4564
Approximate elevation . . . . . x 3000

12633

SPECIAL USE AIRSPACE ON PHOENIX SECTIONAL CHART

Within effective dates shown on the chart, the following Special Use Airspace (SUA) areas are active and may be scheduled by the controlling agency. Pilots may contact the using agency for current schedules. Refer to the Chart Users Guide for more information.

U.S. PROHIBITED, RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	CONTROLLING AGENCY	FREQUENCY
R-2301 E	50 TO 18,000	ALBUQUERQUE ARTCC	
R-2301 W	50 TO 18,000	ALBUQUERQUE ARTCC	
R-2304	SFC TO 17,000	ALBUQUERQUE ARTCC	
R-2305	SFC TO 17,000	ALBUQUERQUE ARTCC	
R-2306 A	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2306 B	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2306 C	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2307	12,000 TO 17,000	ALBUQUERQUE ARTCC	
R-2308 A	10,000 TO 18,000	LOS ANGELES ARTCC	
R-2308 B	10,000 TO 18,000	LOS ANGELES ARTCC	
R-2308 C	10,000 TO 18,000	LOS ANGELES ARTCC	
R-2309 A	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2309 B	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2310 A, B	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2311	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2312	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2313	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2314	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2316	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2317	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2318	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2319	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2320	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2321	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2322	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2323	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2324	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2325	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2326	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2327	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2328	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2329	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2330	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2331	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2332	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2333	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2334	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2335	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2336	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2337	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2338	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2339	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2340	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2341	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2342	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2343	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2344	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2345	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2346	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2347	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2348	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2349	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2350	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2351	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2352	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2353	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2354	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2355	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2356	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2357	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2358	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2359	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2360	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2361	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2362	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2363	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2364	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2365	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2366	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2367	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2368	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2369	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2370	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2371	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2372	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2373	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2374	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2375	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2376	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2377	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2378	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2379	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2380	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2381	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2382	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2383	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2384	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2385	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2386	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2387	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2388	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2389	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2390	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2391	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2392	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2393	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2394	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2395	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2396	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2397	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2398	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2399	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2400	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2401	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2402	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2403	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2404	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2405	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2406	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2407	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2408	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2409	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2410	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2411	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2412	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2413	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2414	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2415	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2416	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2417	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2418	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2419	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2420	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2421	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2422	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2423	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2424	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2425	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2426	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2427	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2428	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2429	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2430	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2431	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2432	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2433	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2434	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2435	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2436	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2437	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2438	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2439	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2440	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2441	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2442	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2443	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2444	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2445	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2446	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2447	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2448	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2449	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2450	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2451	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2452	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2453	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2454	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2455	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2456	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2457	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2458	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2459	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2460	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2461	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2462	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2463	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2464	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2465	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2466	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2467	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2468	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2469	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2470	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2471	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2472	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2473	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2474	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2475	SFC TO 10,000	ALBUQUERQUE ARTCC	
R-2476	SFC TO 10,000	ALBUQU